

Cont'd . . .

Boundary Road (Cont'd)

Mayor Constable noted Burnaby had already indicated general agreement on a 132-foot roadway width from Hastings to 29th Avenue and from Imperial south to Marine Drive. In the Central Park area, however, Burnaby felt, excluding the Kingsway/Boundary intersection, four lanes would be sufficient at present with a long-term provision for an ultimate minimum width of 80 feet. Burnaby endorsed Vancouver's suggestion for a joint approach to the Provincial Government on the acquisition of a strip of land along the side of Central Park for roadway widening purposes. It was felt without the encroachment a sub-standard intersection would be created at Boundary/Kingsway.

Burnaby Council members expressed concern about Vancouver's plans for diversion of truck traffic to Boundary and questioned the reference in the Manager's Report (A) (page 3 under the heading "Other Issues") which stated:

"In the recent Vancouver truck route report, it was proposed to make physical improvements at the south end of Boundary Road to facilitate its role as a truck route - in particular, to provide a truck bypass route via south-east Marine as a replacement route for the Knight/41st/Joyce routing."

Burnaby agreed that Boundary should be classified as a primary arterial but could not accept a situation which might have the effect at some future time of diverting truck traffic from Vancouver's existing north/south primary arterial routes to Boundary Road via Marine Drive.

Following discussion it was agreed the intent of the report was that Boundary Road should be an alternate route, not a replacement route, and Mayor Volrich directed the Manager's Report (A) be amended accordingly.

It was also agreed there should be joint negotiations with the Provincial Government on the matter of encroachment on Central Park lands.

Mayor Volrich ruled that it would not be appropriate for Vancouver Council to make a decision at the joint meeting on the recommendation contained in the Manager's Report (A) relating to the confirmation of Boundary Road as a primary arterial with its ultimate street allowance and development as outlined in Summary '2' of the report.

Tyne/Rumble Connector

Project Manager for Champlain Heights, Mr. R.J. Moodie, reviewed the Manager's Report (B) and outlined the time frame and overall development scheme for Champlain Heights with particular reference to the closure of the Tyne/Rumble connector approved by City Council on May 10, 1977.

Burnaby representatives restated the position taken by their Council as outlined in the Burnaby Manager's Report dated May 9, 1977, (circulated) and expressed regret that Vancouver had decided to go ahead with the closure prior to the joint meeting being held. It was suggested the Tyne/Rumble connector should be opened on an experimental basis.

Mayor Volrich advised Vancouver had undertaken a lengthy planning process in connection with the Champlain Heights development, including extensive consultations with the residents of the area. The inner loop road was an integral part of the overall plan and to introduce an east-west access road across the centre of the development at this stage would destroy the integrity of the whole project. Unless an Alderman requested it, Mayor Volrich stated he did not propose to instruct City staff to bring forward any further report or ask Council to reconsider the matter.

Special Joint Meeting  
of Vancouver and Burnaby Councils

June 2, 1977 . . . . . Page 3

Boundary Road (Cont'd)

Joyce and Edmonds Bus Loops

The joint meeting discussed briefly the situation which had arisen at the Joyce Loop subsequent to the removal of the No. 27 Rupert bus from the Loop to a location on Joyce Street. Reference was made to the large number of citizens' complaints to both Councils, particularly those from senior citizens protesting the inconvenience experienced when transferring from a bus in the Loop to the Rupert bus.

Mayor Constable advised Burnaby had also received many complaints about the Edmonds Loop.

Alderman W. Kennedy, Chairman of Vancouver's Transportation Committee, suggested the matter should be referred to his Committee for further consideration, and it was so agreed. Mayor Constable also suggested there should be joint discussions at staff level on the situation pertaining to both bus loops.

\* \* \*

Also noted were the following communications which are on file in the City Clerk's Office:

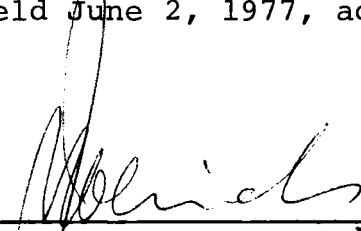
- Citizens' Coalition on Transportation, dated May 30, 1977, requested:
  - a) no action on the widening of Boundary Road pending the establishment of a Regional Commission and a long range comprehensive transportation plan;
  - b) decisions relating to the closure of arterial streets adjacent to Boundary Road should be delayed until studies have been conducted on impact and an area residential survey carried out.
- Petition, with thirty-two signatures, submitted by Adelaide E. Leonew, protesting the closure of Champlain Crescent.

\* \* \*

The meeting adjourned at approximately 5:10 p.m.

\* \* \* \* \*

The foregoing are Minutes of the Special Joint Meeting of  
Vancouver and Burnaby Councils held June 2, 1977, adopted  
on June 14, 1977.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK